

CATTLE LOAN ANNOUNCEMENT TOO PREVIOUS

Tucson Banker Declares Issuance of \$200,000 to Southern Arizona Concern Premature and That Plans Will Be Changed

TUCSON, Nov. 4.—Advances of \$200,000 by the War Finance corporation to a new cattle loan corporation which will be organized in Tucson, while assured, will not be consummated in the form originally expected by local bankers. This statement was made by Charles Solomon, president of the Arizona National bank, Thursday in connection with an announcement made by the War Finance corporation to the effect that an organization to handle the large sum of money had been arranged for in Tucson.

The sum named which would be advanced by the corporation to a southern Arizona finance corporation in which several bankers are expected to be interested is intended for assistance chiefly to cattlemen until the industry can be returned to a more stable basis and loans be met in a satisfactory manner.

Mr. Solomon declared that the announcement of the advance was premature and should not have preceded the arrangement for a definite organization to handle the sum. Application was made locally to the War Finance corporation Tuesday for the \$200,000 advance, according to Mr. Solomon.

"Should a corporation be organized to handle the sum it would be used altogether for taking paper signed by cattlemen off the hands of bankers through funds provided by the War Finance corporation," said Mr. Solomon. "Some sort of corporation will undoubtedly be arranged but all Tucson bankers will not participate and on account of some disagreement between them the original plan for all to join the scheme has been abandoned."

Charles E. Walker, vice-president of the Consolidated National bank, stated Thursday that that concern has decided not to participate in the corporation on account of other plans.

LACK OF TRAFFIC NO BAR TO ISSUE OF STATE PERMIT

(From Saturday's Daily)
Deeply deploring the expenses and inconveniences of the long drawn-out litigation over the certificates to operate stage lines, the Arizona corporation commission in the order and decision granting the Jerome Union the right to compete with the Verde Valley Stage Line between Jerome and Clarkdale, winds up with a marvel of mental acrobatics when it admits that the present Verde Valley profits are probably nil and then goes ahead to grant the franchise. A copy of the decision, which is numbered 1395, was received here yesterday and is interesting in connection with the most recent developments of the "stage war."

It is found in the decision that the Jerome-Verde line has been operated by the Arizona Bus company at a loss since business went floozy in the copper camps. Somewhat of the various legal battles of the Jerome Union is recited and then the decision says:

"The applicant company, together with four other companies or individuals was an applicant for a permit to operate passenger service between Prescott and Jerome over the new highway in the hearing of January 13, 1920, in docket No. 854-A-162. In its opinion and order in said proceedings issued on January 28th the commission denied the Jerome Union application. Appeal from our decision therein was not made in the manner prescribed by law, therefore, said decision became final under the provisions of our statutes."

Notwithstanding the denial by this commission said company commenced operations over the new highway when it was opened for traffic in July, 1920. Restraining orders were issued by the superior court of Yavapai county to prevent such operations but the records show that not even then did the applicants desist from their unlawful activities, and within the last two weeks the judge of said court, after a trial lasting for several days, found the defendants guilty of contempt of court. Sentence has not yet been passed and we have no interest in anticipating what

it will be. The overshadowing fact is the finding of the court which sustains this commission in the efforts which it has made to have the laws of the state relating to public service corporations obeyed.

It seems quite clear that the most of the troubles of the applicant company during the last year and a half have resulted from poor judgment or bad advice and since we are now assured by counsel that it is the desire of each and every member of the corporation to conform to the laws and to transact business in a proper and legitimate manner, we think that so far as it is possible and consistent justice should be tempered with mercy, and we are therefore disposed to return to them the privilege of operating over their old line between Clarkdale and Jerome, which privilege was forfeited not by any act of this commission, but by their refusal to apply for a renewal of their permit which expired on December 9, 1920. It is well that the record in this case should show that when the company now operating over the line between Clarkdale and Jerome made its application for such privilege the Jerome Union operators were informed that if they would appear at the hearing on January 3, 1921, and make the statement that they desired to renew their permit and continue operations, notwithstanding their attitude with reference to the Jerome-Verde Clarkdale and Jerome would be renewed and that the application of the Verde Valley line would be denied. This advice, however, was not heeded; they were present at the hearing but refused to participate therein or to conform with the law by asking for a renewal of their permit, leaving the commission with no option but to grant the application of the Verde Valley line. This recital is solely for the purpose of placing before those who may not know the exact condition with reference to the forfeiture of the right to operate between Clarkdale and Jerome.

The litigation with respect to the rights to operate over the Jerome-Verde highway has been not only vexatious and annoying but exceedingly expensive to the applicants herein as well as to the company holding the permit to operate. The records disclose that the Arizona Bus company has sustained a loss during the first eight months of 1921 in excess of \$4,000. General business conditions are bad, traffic is light and there is no indication at this time when there will be sufficient travel to justify the operation of two lines, even if that seemed advisable from a standpoint of the public welfare, and since there is nothing of record to indicate a public necessity for additional service we must conclude and find that the application of the applicant herein to operate a line between Prescott and Jerome should be denied.

This condition is also true at the present time with reference to the line between Clarkdale and Clemencian and a like finding and conclusion is made with reference thereto.

From the standpoint of traffic and revenue there is nothing upon which we could base a finding that would justify an additional line between Clarkdale and Jerome, but as we have heretofore said, we think that justice may be tempered with mercy to the extent that we will restore this privilege to the applicant herein on the expressed stipulation of counsel that they will religiously conform to the law and to the authority herein granted, and that the permit which will issue hereunder shall not be deemed a basis for operations between other points than those named. The permit will be granted for a period of six months and subject to a renewal for an additional six months if all of the conditions thereof are complied with.

This may appear to work a hardship upon the Verde Valley line and indeed to a slight extent at least, it will, since additional investments may have been made by reason of the authority granted by us to extend its operations between Clarkdale and Jerome. We think, however, that this will not be so serious as to result in confiscation and that our desire to be merciful justifies the end.

The Verde Valley line is now operating on a two-hour schedule between Clarkdale and Jerome. It would be unprofitable for both companies to operate upon the same schedule, therefore we will authorize and require the Jerome Union line to establish two-hour service upon the alternate hours not now used by the Verde Valley line. The fare proposed by the applicant is \$1 in each direction, which is the fare in effect on the Verde Valley line, and which will be permitted to be applied by the applicant.

COTTON MARKET

NEW YORK, Nov. 4.—Cotton closed barely steady, net 1 point higher to 6 points lower, at \$18.80.

LAW DECISIONS TO BE GIVEN OUT FROM GALBRAITH OFFICE

(Journal-Miner Capital Bureau)
PHOENIX, Nov. 4.—The office of Attorney General "Will" Galbraith will now be guided by a new policy in issuing opinions. Or rather, the distribution of the issued opinions will be on a different basis—after they are issued.

Newspapers throughout the state will obtain by mail advance copies of the findings of the attorney general's office with a release date plainly marked, and the information contained in the letters is to be kept confidential until the release date.

This is in accordance with a well recognized principle of newspaper ethics, governing all save inexperienced editors and those lost to the intricacies of the profession.

The first opinion of the attorney general's office to come under this new scheme covers the rights of high school students under the military training law. It is held that although possessed of two credits in military training, a student must still take the required course. Such additional military work will not add to the student's credits, however, the attorney general holds.

NEW OUTLET TO COAST IS BEING BUILT

Another outlet to the coast, and one that promises to capture its good share of the motor traffic, is in the course of preparation across Mohave county to the Hillside country, according to Supervisor C. C. Stukeley, who has just returned from a tour of the southwest of Yavapai.

Mohave county has now a strong road crew at work between the Sandy and the Yavapai line. Mr. Stukeley said, and Yavapai will put at least one outfit to work on its own section of that thoroughfare in the very near future.

The Yucca-Hillside approach to the heart of Arizona was the dream of Charlie Lynch, former supervisor of Mohave county, who pioneered in that section and organized several excursions. It was on part of that road that August Kaufman and his three-year-old daughter, Lillian, met death as a result of a pitiful lack of knowledge of desert touring, recently. Those who know the country, however, and tourists who do not give way to panic, find no difficulty in making it across the sparsely populated southern reaches of the neighboring county.

The new route will eliminate some distance for travelers intent upon reaching Prescott and Phoenix from the Needles entrance from California. The construction of a fairly speedable highway, it is said, will result in the diversion of a good percentage of traffic that way.

As usual at this time of the year, according to Mr. Stukeley, the Prescott-Wickenburg road is good. No difficulty is met in crossing Copper Basin divide and the only suspicious spot is just south of Congress, where there is a stretch of chuck holes.

Driving at 35 miles an hour is not at all hard, provided one cares to push on.

Highway commissioners who spent the last two or three days walking and riding over the country tributary to this road returned with the news that a good grade with only a short spell of hard rock work can be built over the Yarnell hill, so as to straighten the proposed road between Kirkland and either Wickenburg or Congress Junction. The route, if pointed for Wickenburg direct, it was said, will pass about seven miles east of Congress Junction, and not 17 as was announced recently.

Cost of construction under county plans will amount to \$5,000 a mile for 10 miles between Prescott and Iron Springs, and \$2,000 a mile for the balance, it was said yesterday by C. P. Mullen of the commission.

BOND IS FIXED

Bond in the sum of \$800 was fixed in the case of A. W. Johnson, arrested late Thursday afternoon at his home 10 miles from Wagoner on a charge of illegal manufacturing of alcoholic liquor, when Johnson appeared before Justice of the Peace Chas. H. McLaure in the justice court. The bond was furnished and Johnson was released until trial. The arrest was made by Deputy Sheriff's Grant Carter and Jim Cook.

ALL KINDS OF ROAD DEBATES

Rotary Club Discusses New and Old Phases of Highway Building With Report of Phoenix Delegation and C. P. Mullen

Road building again displaced other entertainment at yesterday's Rotary club luncheon, the club hearing from its president, Harry Heap, and its enthusiastic inquirer, F. S. Viele, both of whom attended a meeting with the board of supervisors of Maricopa county at Phoenix this week. Charles P. Mullen, one of the county highway commissioners, exchanged a few opinions for a bite to eat and there was a light patter of other discussion of the subject.

A disposition to await the report of surveying parties on both the Black Canyon and Wickenburg routes, with particular respect to the south ends of the roads, was marked at this meeting. Judgment will be reserved. Meanwhile there was some talk of a cut-off to eliminate bad grades and watercourses on the Prescott-Dewey road, and to concentrate on two chief routes north—one "out" by way of Jerome, Sedona and Coconino county and the other by Seligman.

At mention of these two proposed changes, Mr. Viele, who has been studying Einstein by wireless, made observations about having a couple of hypotenuses instead of four sides of two right triangles upon which to journey in proceeding either eastwardly or westwardly. Vast enlightenment was afforded by this remark. The real or feigned value of federal aid and the exact proportions of the fetich of "specified in the bond issue" were also discussed. Mr. Mullen did not believe that the difficulty of altering the provisions of the bond election was so dog-gone great after all. Like the bird who didn't know whether or not he could play the violin, he had never tried, however.

In order to get the road discussion out of their system, the busy Rotarians next week will go at it in an even more systematic manner. Providing themselves with a large map, they will attempt to visualize the routes as well as talk them over.

NOT CASKET BUT AMALGAM PLATES MADE ODD "STILL"

(From Saturday's Daily)
It's a stamp mill.

That was the answer given yesterday to the query addressed to the sheriff's office regarding the original purpose of the large copper article confiscated along with the person of "Hog" Johnson of near Wagoner. Sheriff Davis on one of his visits to the office during recovery from a severe illness concurred in the belief that the copper article had originally been a lot of amalgam plates from some gold reduction works, up to and until the time it began to be of use for the production of something else.

According to the sheriff's office, the outfit had been in operation for some time. It was viewed yesterday by a number of interested persons.

COPPER WINDOW OF SAM HILL CO.

Visual Evidence of Copper's Place in Industry Given in Fine Display; Brass Urged as Aid to Copper Rehabilitation

It is not necessary to make a collection or send away for articles that are made of copper, in order to show how extensively this can be developed. In the display window of the Samuel Hill Hardware company is to be found one of the most enlightening exhibits of "Buy Something Made of Copper" that has been placed before the public in the state of Arizona. All of the articles were taken from the stock shelves of the company and show the possibilities of developing the use of copper in the manufacturing of useful articles.

The exhibit idea is carried out to the letter. On a sheet background of copper are to be found the letters "Boost Arizona," made of copper rivets; while the slogan "Buy Something Made of Copper" is shown in the same clever manner.

The general public should make it

a point to look at this display. Included in the articles are—copper wash-boilers; electric heater; fire extinguisher; coffee-pots; three designs, nickel plated; tea-pot; combination grill; toaster; ovenett; electric grill, three compartments; nickel plated tea-kettles, three sizes; ten varieties of oil cans; copper nails; lemonade mixer and shaker, and thermos bottles.

In boosting articles of brass, the public should remember that they are helping the copper industry, for goods made of brass require a large percentage of copper in their manufacture. Mining men and everyone interested in boosting the copper industry should make a careful study of this display. Credit is given this energetic firm for having such an exhibit, which has been in place for at least one week. Phoenix is boosting its "buy something made of copper" exhibit which will be shown in connection with Industrial Week, but the exhibit window which was planned by L. M. Coleman of the Samuel Hill company, can take its place as one of the first as well as one of the best in the country.

PRAIRIE DOGS CLEANED OUT

Purification of Prescott Farms Area by Biological Survey Nets Many Pests and Makes Potential Saving of \$8,000

(From Saturday's Daily)
One of the largest prairie dog campaigns ever put on in Yavapai county has just been completed on the Prescott Farms. About 3,000 acres have been practically cleaned of all dogs, meaning an annual saving of \$8,000 for the farmers of the project.

The work, which was started late in September by Rodent Specialist L. L. Laythe of the bureau of biological survey, was carried to a very successful completion last week, through the helpful co-operation of all the farmers on the project. The farmers, though in the middle of a haying season, gladly turned out to help with the work as they all realized the danger of destruction to their crops if the work was not completed. As an example of the damage that is done by the prairie dogs, on an area of 150 acres in alfalfa only 65 tons of hay were produced in one cutting, with a very good growing period. Under conditions free from dogs those same fields would have produced 120 tons. On the project where the farmers make four cuttings of hay a year, it is very easy to see what the loss is. With hay at \$15 per ton the loss per year through loss of crop only, in the above case amounts to \$3,200 per year. On top of that loss must be figured the wear and tear on machinery and the inconvenience in getting over the fields.

Owing to the abundance of feed on the range surrounding the project and on the project itself the work of poisoning was made more difficult. All of the holes had to be baited with clean rolled barley. After a period of two days the holes were baited with the poisoned rolled barley. Several kinds of poisoned bait were used but the best results were secured with the poisoned barley by changing the standard formula a little. Two or three days after the holes were baited they were all filled with dirt, so that in the gassing operation the workers could tell which holes the dogs were actually working in. Two days more were allowed for the dogs which remained after the poisoning to dig out. Then the open holes were treated with carbon disulphide and stopped up again. Unless the ground is dry the gassing operation makes a 100 per cent kill.

In the completion of the work 930 quarts of clean bait, 615 quarts of poisoned grain, and 370 quarts of carbon disulphide were used.

Next spring the bureau of biological survey plans to start a larger campaign with the aim of eventually exterminating every prairie dog in the county. With the present appropriation it is impossible to furnish all the poison necessary to rid the large ranges of the pests but for value received the small expense necessary to cover cost of poison is a very good investment. Enough poison is always furnished the small farms to clear them and for the large ranges the bureau furnished enough free poison to clear two sections of land.

For any details or further information on the campaign to be put on in the spring, a good idea would be to write the bureau of biological survey at Phoenix and make arrangements for getting your land cleared of the pests as early as possible.

CORNVILLE ROAD WILL BRING LAKES CLOSER

Construction of a road from Cornville eastward to the Camp Verde-Flagstaff highway, which will reduce the distance from Cornville to Stoneman's lake and the Apache Maid country by about 22 miles, is under way, according to the Verde Copper News. With two crews engaged on the work, one under Foreman W. E. Jones and the other under Foreman J. H. York, about ten miles of road is to be built. Jones' crew is camped just across Oak creek from Cornville, and York's near the highway crossing on Beaver creek.

The new road will be important to the Verde district in many ways. It will make the fishing and hunting of Stoneman and Mormon lakes more accessible. It will reduce the cost of bringing lumber and fuel wood from the forests of the lake country. At present little lumber and wood is brought from that section to this district because of the high cost of transporting it around by way of Camp Verde.

The Cornville route should be open practically all the year, with the exception of February and March, when high water makes the Oak creek crossing unfordable for weeks at a time. Throughout the remainder of the year the crossing is easy, except for freshets which never last more than a few hours. Eventually, it is hoped to have the creek bridged at Cornville.

NEW LIGHTING TO GO IN SOON

Material Arriving for Installation of City Lights; How Downtown Section Will Look After Lights Are All Installed

Work on the lighting of the downtown section of the city will be begun shortly, it was announced yesterday at Vyne Bros. Electric Co. Material and equipment for the installation of new ornamental lights began to arrive yesterday, and several cases of material are now at Vyne Bros.

The new lights for the downtown section will correspond to those to be installed around the plaza square for the county by the Savage Electric company—single large Novalux globes on ornamental cast-iron standards. The county contract calls for 16 posts around the plaza, while that of the city calls for posts to extend around the plaza on Gurley, Cortez, Goodwin and Montezuma streets; on Gurley from the Granite street bridge to Mt. Vernon street, and on Cortez from Goodwin to Sheldon.

There will be 160 lights installed by the city, on an average of 9 or 10 to a block, at an average distance of 150 feet from post to post. The city lights on Cortez from the bridge to Marina street will conform to the county lights, but from the Yavapai club to Mt. Vernon street, single round globes will be used similar to those installed last year on Mt. Vernon. Of the entire city installation, 47 globes will be of the Novalux type, and 13 of the round ball type.

MOTORCADE TO SONORA LINE

First Sociability Run Under Arizona Automobile Club From Phoenix to Nogales November 20-22 Has Been Organized

PHOENIX, Nov. 5.—With the idea of calling attention to the importance of the Phoenix-Tucson-Nogales highway, the Automobile Club of Arizona is arranging a motorcade to the border which will be known as a sociability run and the dates of November 20, 21 and 22 have been set for the event. Road signs for this routing are on the way from the factory and will be placed by the club along the entire route in time for the run.

All automobile owners are invited to participate in the pleasure of the trip, the sightseeing and entertainment incidental thereto. As a separate and distinct feature, though staged at the same time there will be an economy run for dealers' cars, and this will be staged under the rules of the American Automobile association.

The chambers of commerce of both Nogales and Tucson are co-operating toward the success of the affair and many splendid entertainment features are promised. A side trip will be made into old Mexico and it is thought probable that a series of Spanish sports will be put on for the entertainment of the visitors.

The excursionists will leave the

state offices of the automobile club at Phoenix at 7 o'clock on Sunday morning. They will arrive at Florence at 10:30 and at Tucson at 1:30. The party will leave Tucson at 3:30 and arrive at Nogales at 9 a. m.

This will be the first run ever conducted under the auspices of the Automobile Club of Arizona, and the announcement of the event in local automobile circles is already creating big interest, among private car owners as well as dealers. Autoists from many outside points are expected to participate in the run and avail themselves of this splendid opportunity for a good time and an interesting trip.

BUY VEHICLES AND LET CALL FOR ROAD BIDS

Highway Commission Serenely Purchases Three Motor Cars for Use of Road Crews; Another 7-Mile Seligman Road

Their heads neither bloodied nor bowed by the terrific weight of criticism, the highway commission yesterday proceeded with the consideration of bids on automobiles and then went along and bought three of them by gosh!

The call for bids on another 7-mile stretch out of the town of Seligman was ordered issued. The work proposed to be done will stretch in an easterly direction toward Ash Fork and will balance the 7-mile westerly road being completed now by the state highway department.

Harry Temple, local Hudson agent, was awarded the sale of one speedster of that make. E. H. McIlvaine successfully bid in one Dodge light delivery car and Lawrence Dicus of Jerome sold the commission another of the same make and model.

Art Gage, member of the commission and agent for the Chalmers, and J. E. Wagner, also a member and an automobile man, did not submit bids. Gage said that the Dicus from whom the car was bought was not the Dicus with whom Wagner is associated, but that fact will not halt the uproar if the busy-bodies who make capital out of trouble for the highway commission decide to nag about it.

NEW ATTORNEYS ADDED TO ROLL

P. V. Clibborn Is Second in Rank Among 17 Who Pass State Bar Association and Are Admitted to Practice Law

Percival Victor Clibborn of this town was second in the list of candidates who took the bar examination at Phoenix yesterday, according to word received at the office of Superior Court Clerk John C. Woods, where Percy works as chief deputy. His score was 92 1/2, or a quarter point under the record established by Leo Stack, admitted last spring as the youngest attorney at law in the state.

John Ashurst Renoe, stepson of Senator Henry F. Ashurst, also of Prescott, A. M. Lewis and the one woman aspirant, Mrs. C. Stuart Madden of this city, were also successful in a class of 17 in which none failed. E. W. Powers of Phoenix, a court reporter who has done his chores here at times, was the leader in the examination.

MRS. TUMBER NAMED ROLL CALL CHAIRMAN

Mrs. George Tumber has been appointed as chairman of the fifth roll call of the American Red Cross, which will open a two weeks' membership campaign her November 11 to 24. Mrs. Tumber, who has interested herself in public work in Prescott before, is known to possess the vim and organizing ability necessary to this work. It will be recalled that she very successfully coached the "Smoki Indians" for their star performance during the Way Out West show last summer.

Campaign workers will be required by the Red Cross during the roll call. All those who helped last year, all those who didn't, and all those who want to help this year, are requested to attend an organization meeting at the community house tomorrow afternoon at 3 o'clock, when committees will be formed and plans for the drive outlined.

JUVENILE ARRESTED

Harry Mullen, a juvenile wanted in Phoenix by the juvenile authorities, was arrested here yesterday by representatives of the sheriff's office and returned to Maricopa county. It was not known here what charges were against him.